

March 2, 1925.  
[S. 4178.]  
[Public, No. 520.]

**CHAP. 389.**—An Act To authorize the Port of New York Authority to construct, maintain, and operate a bridge across the Hudson River between the States of New York and New Jersey.

Hudson River.  
Port of New York  
Authority may bridge,  
New York to Fort Lee,  
N. J.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Port of New York Authority to construct, maintain, and operate a bridge and approaches thereto across the Hudson River, at a point suitable to the interests of navigation, and connecting a point between One hundred and seventieth Street and One hundred and eighty-fifth Street, borough of Manhattan, New York City, with a point approximately opposite thereto in the borough of Fort Lee, Bergen County, New Jersey, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.  
Vol. 34, p. 84.

Time of construction.

**SEC. 2.** Construction of the said bridge shall be commenced within three years and it shall be completed within seven years from the date of the passage of this Act, and in default thereof the authority hereby granted shall cease and be null and void.

Amendment.

**SEC. 3.** The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1925

March 2, 1925.  
[S. 4179.]  
[Public, No. 521.]

**CHAP. 390.**—An Act To authorize the Port of New York Authority to construct, maintain, and operate bridges across the Arthur Kill between the States of New York and New Jersey.

Arthur Kill.  
Port of New York  
Authority may bridge,  
from Staten Island to  
New Jersey.  
Locations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Port of New York Authority to construct, maintain, and operate two bridges and approaches thereto across Arthur Kill, one of said bridges to be located at a point suitable to the interests of navigation in or near Perth Amboy on the New Jersey side and Tottenville on the New York side, and the other to be located at a point suitable to the interests of navigation in or near Elizabeth on the New Jersey side and Howland Hook, Staten Island, on the New York side, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.  
Vol. 34, p. 84.

Time of construction.

**SEC. 2.** Construction of the said bridges shall be commenced within three years, and they shall be completed within six years from the date of the passage of this Act, and in default thereof the authority hereby granted shall cease and be null and void.

Amendment.

**SEC. 3.** The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1925.

March 2, 1925.  
[S. 4203.]  
[Public, No. 522.]

**CHAP. 391.**—An Act To authorize the Port of New York Authority to construct, maintain, and operate a bridge across the Kill Van Kull between the States of New York and New Jersey.

Kill Van Kull.  
Port of New York  
Authority may bridge,  
Bayonne, N. J., to  
Port Richmond, N. Y.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Port of New York Authority to construct, maintain, and operate a bridge and approaches thereto across the Kill Van Kull, at a point suitable to the interests of navigation, at or near Bayonne, on the New Jersey side, and at or near

Port Richmond on the New York side, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. Construction of the said bridge shall be commenced within three years, and shall be completed within six years from the date of the passage of this Act, and in default thereof the authority hereby granted shall cease and be null and void.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1925.

Construction.

Vol. 34, p. 84.

Time of construction.

Amendment.

CHAP. 392.—An Act Authorizing the construction, maintenance, and operation of a bridge across the Saint Louis River between the cities of Superior, Wisconsin, and Duluth, Minnesota.

March 2, 1925.

[S. 4325.]

[Public, No. 523.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Twin Ports Bridge Company, a Wisconsin corporation, its successors and assigns, to construct, maintain, and operate a bridge and approaches thereto, across the Saint Louis River at a point suitable to the interests of navigation, from Belknap Street, or within one-half mile north or south thereof, in the city of Superior, Wisconsin, to Le Seur Street, or the vicinity thereof, in the city of Duluth, Minnesota, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Saint Louis River.  
Twin Ports Bridge  
Company may bridge,  
Superior, Wis., to Du-  
luth, Minn.

Construction.

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SEC. 2. The cities of Duluth, Minnesota, and Superior, Wisconsin, may jointly, or either may, with the consent of the other, at any time after ten years after the completion of said bridge, purchase the same. The purchase price shall be the reasonable value of said bridge, including approaches, right of way, and accessory works. In such value the bridge shall be considered as having the license to continue, but such license or franchise right shall not be considered to have a value of exceeding \$1,000, and nothing shall be allowed for going concern value. The item of cost of financing the construction shall be considered, but it is not intended that any specific sum of money therein expended must be added to the purchase price otherwise determined. Such value shall be determined by such board of arbitration as may be selected by the corporation and said cities and in the event of disagreement then upon request of either the bridge company or the cities by the Secretary of War. When such determination is made it shall be filed with the city clerks of the respective cities of Duluth, Minnesota, and Superior, Wisconsin. The said bridge company shall file with the Secretary of War and the city clerks of the cities of Duluth and Superior within six months after the completion of said bridge and works an accurate report verified by its treasurer, of the expenditures made by the company in such construction and purchase of right of way and accessories and cost of financing construction, and likewise shall file with the Secretary of War and the city clerks of such cities within said time after the expenditure thereof, verified report of any additional improvements afterwards made thereon. The books of said company shall be open to audit by either city at any time upon demand of proper officials.

Duluth and Superior  
may purchase, after  
completion.

Determination of  
value, etc.

In the event of any incumbrances upon said bridge property, the amount thereof, with accrued interest, but not to exceed the purchase price, shall be first paid direct to the owners or holders thereof and applied upon the purchase price: *Provided*, That if the amount of

Payment to credit  
ors.

*Proviso.*